

# URGES MERCHANTS TO CUT DELIVERIES

### Ross P. Andrews Advises Use of Teams to Haul Freight From Railroad Yards.

**SUGGESTS ONE A DAY**

Curtailment of deliveries among their customers to one a day by all stores, in order that men and teams may be released to haul consignments away from railroad freight yards, was the first specific recommendation made today by

Mr. Andrews said he has set the example by notifying his customers that after January 1 his firm, the R. P. Andrews Co., will not be able to handle the freight jam in Washington.

draws Paper Company, will deliver but once a day. He said that after the date all deliveries would be made in sections other than the northwest in the morning, and only orders taken before 4 o'clock the previous day would be assured of delivery the following morning. Orders for the afternoon delivery, in the northwest section, will be taken up to 11 o'clock.

This recommendation already has been urged strongly by the commerce and economic board of National Defense, as a war economy measure. Mr. Andrews said, and it is doubly imperative that it be adopted now in Wash-

**Appeals to Business Men.**

business men to receive freight from a.m. to 6 p.m., instead of taking it only between 9 and 4 o'clock, as many do present.

Ultimately, he stated, he believes that appointment of a freight director will be found the only solution to the entire question of freight shipment distribution in Washington.

"The situation today is bad," he said. "Why such a director is needed is indicated by the presence in the yard here of twenty cars of paper for the government printing office, which, officials there state, cannot be taken away

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The entire committee will hold its first meeting Friday night at the Commercial Club. In the meantime Mr. Andrews and Charles J. Columbus, secretary of the committee, are gathering all the information available about the present freight situation in Washington. They are getting all the data available from freight agents of the roads entering Washington, as well as from merchant themselves.

**Letter to Mr. Brownlow.**

copy to newspaper editorials last week. Government contractors were told to blame the firm for much of the delay in making the weapons commitments, the George A. Fuller Corp., says. The contractor, which is doing much government construction work, wrote to Congress last week. The letter, as follows, contains a copy of the letter to Mr. Anderson:

While freight assigned to our company has caused complaint on the part of the Government, it is not the fault of the Government, yet this material was not ordered by us, does not belong to us and we have been grossly imposed upon. We have been through investigation, and which we will give you in detail, and find that we are not only asking you to go into the facts before condemning us, but we have also asked the commission to investigate.

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"While freight consigned to our company has caused complaint on the part of the government, it is not on the main road, yet this material was not ordered by us, does not belong to us and we have no right to be troubled upon. We will invite a thorough investigation, in which we will give our hearty co-operation. We do not intend to let anything go into the fact, but only asking you to let us know the results of your investigation. But we have also asked the commission to have a service, which we understand has been given. We will have a thorough investigation, in so far as, no doubt, they have authority to call officially for the same. We will have the commission investigate the matter fully, and to take such steps as they deem proper to prevent such a thing from happening again, and to properly penalize those at fault."

overnight to newspaper criticisms in the Government. It is a matter of honor for much of the delay in hauling away consignments, the George A. Fuller Construction Co., which is in charge of the present construction work, wrote to Commissioner Brownlow as follows, and Mr. Brownlow's answer to Mr. Fuller drew:

"The freight consigned to our company has caused complaint on the part of Mr. Bowle of the Pennsylvania railroad. He has written to the Pennsylvania R. Co. by us, does not belong to the Government, and has been grossly imposed upon. We have written to the Pennsylvania R. Co. which we will give our hearty co-operation. We are not only asking you to have the freight consigned to the Government but we have also asked the commission on car service, which, we understand, has been organized, to make a thorough investigation, in no far as, no doubt, they have authority to call officially for records and to make a full and complete investigation the matter fully, and to take such action as may be proper to prevent a recurrence of the thing, and to properly penalize those at fault."

**Unload Day and Night.**

"Our company has unloaded cars both day and by night with adequate equipment, and in order to expedite the unloading, we have organized the union to spot cars immediately that they are placed for unloading. We have no objection to unloading material that belongs to us with

"While freight consigned to our company has been subject to complaint on the part of Mr. Bowle of the city of New York, on the road, yet this material was not ordered from him, it did not belong to us and we have been greatly surprised to find that he had been given a thorough investigation, which will give our hearty co-operation. We are going to go into the facts before condemning us, but we have also asked the commission to make an investigation, to make an investigation, in no far as, no doubt, they can, to get all the facts, to get the records and sworn testimony to investigate the matter fully, and to take steps to prevent a recurrence of this condition and to properly penalize those at fault."

**Unload Day and Night.**

"Our company have unloaded cars both by day and by night with adequate facilities, and in order to expedite the unloading, we have organized a union organization to spot cars immediately that they are placed for unloading. This organization has been shown material that belongs to us, which shows a very high average."

"We have not only unloaded material from the cars, but we have also loaded and stored approximately 1,000,000 feet of lumber that came consigned to us, that was never ordered by us, and that was not long to us, but which we have offered to buy, if necessary, simply to relieve

to newspaper criticisms in the government's defense. "We are so much of the delay in hauling away consignments," the George A. Fuller company is writing the government construction work, wrote to Commissioner Brownlow as follows, and a copy of the letter to Mr. Andrews:

"While freight consigned to our company has been a complaint on the part of Mr. Brownlow of the government road, yet this material was not ordered by us, does not belong to us and we have no right to haul it. We would like to invite a thorough investigation, in which we will give our hearty co-operation, to get to the bottom of the matter and go into the facts before condemning us, but we have also asked the commission to make a thorough investigation, as it has governmental authority, to make an investigation, in no far as, no doubt, the government has the right to make records and sworn testimony to take against the matter fully, and to investigate the matter, and to take preventive action to prevent a recurrence of this condition and to properly penalize those at fault."

### Unload Day and Night.

"Our company have unloaded cars both by day and night with adequate equipment, and in order to expedite the unloading of the cars, we have a regular organization to spot cars immediately that they are placed for unloading, so that our time for unloading is minimal and the time for us will show a very high average."

We have not unloaded material that belongs to us, but we have unloaded and stored approximately 1,000,000 cubic feet of lumber that came consigned to us, but that was never ordered by us, and we have no right to long to us, but which we have offered to buy, if necessary, simply to relieve the car congestion, all of which we can prove.

"We are inclined to think that certain lumber interests in the south have been making a large order of lumber as placed with the government use through the government agencies to secure movement of large stocks of lumber."

government to newspaper criticisms in the Baltimore Contraband. The latter, for much of the delay in hauling away consignments, the George A. Fuller company, which has been in charge of government construction work, wrote to Commissioner Brownlow as follows, and in the body of the letter to Mr. Anderson drew:

"While freight consigned to our company has been delayed in being loaded on Mr. Bowle of the Pennsylvania railroad, yet this material was not ordered to be loaded until yesterday, and it has been grossly imposed upon. We invite a thorough investigation, to which we are ready to submit. We will go into the facts before condemning us. We know that we are not to be excused on service, which, we understand, has governmental authority, to make as a condition of our being allowed to haul, that they have authority to call officially on records and sworn testimony to investigate the facts, and to take such steps as they deem proper to prevent a recurrence of this condition and to properly punish those who are at fault."

**Unload Day and Night.**

"Our company have unloaded everything by day and by night with adequate equipment, and to expedite the unloading we have a regular organization to spot cars immediately as they are unloaded, and to expedite loading, so that our time for unloading material that belongs to us will show a very good average."

"We have not only unloaded material that belongs to us, but we have unloaded and stored approximately \$1,000,000 worth of material consigned to us, but that was never ordered by us, and really does not belong to us, but which we have offered to turn over to the government, and to the car congestion, all of which we can prove."

"We are inclined to think that certain lumber interests in the south have taken advantage of this large order of lumber as placed with them for orders to be filled, and to delay in getting to secure movement of large stocks of lumber in excess of quantities ordered by the government officials."

**Has Plan for Relief.**

In a letter to the Board of Trade at H. L. Wilkins of the Wilkins-Rogers firm, the Baltimore Contraband expressed the belief that a working arrangement between the railroads in regard to the

to report to newspaper critics in this city. The delay in hauling away consignments, the George A. Fuller company, which is in charge of the government construction work, wrote to Commissioner Brownlow as follows, and drew:

"While freight consigned to our company has been lying idle in the hands of Mr. Bowle of the Pennsylvania railroad, yet this material was not ordered by us, and we have not been and will have been grossly imposed upon. We invite a thorough investigation, which we have no objection to, and we are confident we are not only asking you to get the facts before condemning us, but we have the right to demand action on our service, which, we understand, is in your hands. We have no objection to investigation, and we have no objection if they have authority to call officially for the necessary documents and to investigate the matter fully to prevent such steps as they deem proper to improve the condition of the roads and to properly penalize those who are negligent."

**Unload Day and Night.**

"Our company have unloaded cars both by day and by night with adequate equipment, and in order to expedite the unloading we have a regular crew of men on duty, and immediately that they are placed for unloading, so that our time for unloading is not wasted. We are able to show a very high average of cars unloaded."

"We have not only unloaded material that belongs to us, but we have unloaded material that belongs to other companies. 1,000,000 yards of lumber that came consigned to us, but that was never ordered by us, and we have had to hold it long to us, but which we have offered to buy, if necessary, simply to relieve the congestion, all of which we can prove."

"We are inclined to think that certain lumber interests in the south have been in the habit of sending large quantities of lumber as placed with them for our use through the government agencies in sections of the country where the lumber in excess of quantities demanded by the government officials."

**Has Plan for Relief.**

In a letter to the Board of Trade, H. L. Wilkins of the Wilkins-Rogers Company, Inc., of Georgetown, expressed the belief that the working agreement between the railroad and the government bringing in cars into Washington would be a relief in relieving the freight situation here.

"There is a big waste of labor and equipment in the unloading of freight on the line. "At present we are receiving the grain on the Pennsylvania railroad at Georgetown, and the flour at the mill is in Georgetown. It takes from three to four teams with three extra men to unload a car of grain."

In reply to newspaper criticisms in this column, the following letter was received for much of the delay in hauling away consignments, the George A. Fuller Construction Company, which is in charge of the construction work, wrote to Commissioner Brownlow as follows, and in part of the letter to Mr. Anderson:

"While freight consigned to our company, and the material on the main road, yet this material was not ordered by the state government. The material have been grossly imposed upon. We invite a thorough investigation, which will not only go into the facts before condemning us, which we are not going to oppose, but also into the facts, as to our service, which, the commission has governmental authority, to make as to the facts, no doubt, they have authority to take away the records and sworn testimony to invent a case, and to take away such steps as they deem proper to prevent a recurrence of this condition and to properly punish those at fault."

**Unload Day and Night.**

"Our company have unloaded cars both by day and by night with adequate staff of men in order to expedite the unloading we have a regular organization to place cars immediately on the tracks for unloading, so that our time in unloading material that belongs to us will show a very high average."

"The material unloaded material that belongs to us, but we have unloaded and stored approximately 400,000 feet of lumber that came consigned to us, but that was not ordered by us, and really does not belong to us, but which we have offered to return to the state government, to clear the car congestion, all of which you can prove."

"The lumber inclined to think that we have taken advantage of this large order of lumber as placed with them for our use, and we have offered to return it to secure movement of large stocks of lumber in excess of quantities ordered by the government officials."

**Has Plan for Relief.**

In a letter to the Board of Trade H. L. Wilkins of the Wilkins-Rogers Company, Inc., of Georgetown, expressed his opinion that the existing conditions between the railroads in regard to the bringing of cars into Washington would be a serious situation, and that the freight situation here.

"There is a big waste of labor and equipment in unloading cars, and the letter," a prominent carer, are receiving grain to the Alexandria railroad mill is in Georgetown. It takes from one to three days to get the lumbermen a day to unload a car, which could be handled with only one man in three days, if the plan was followed, unloading at Georgetown."

In another part of the letter states: "The

and reports to newspaper editors in this city. "The delay in unloading is due to much of the delay in hauling away consignments," the George A. Fuller company is saying much government construction work is being done. Commissioner Brownlow as follows, and a copy of the letter to Mr. Andrews:

"While freight consigned to our company has caused complaint on the part of the public, it is not the fault of our road, yet this material was not ordered by us, does not belong to us and we have been mostly innocent upon it. We invite a thorough investigation, which we will give our heavy co-operation. We will not only go into the facts before condemning us but we have also asked the commission to investigate the matter. We have governmental authority, to make an investigation, in so far as, no doubt, we have the right to call for all records and sworn testimony to investigate the matter fully, and to take such action as may be proper to prevent a recurrence of these things, and to properly penalize those at fault.

**Unload Day and Night.**

"Our company have unloaded, both by day and by night with adequate equipment, and in order to expedite unloading we have a regular organization of men, who immediately that they are placed for unloading, so that our time for unloading is not lost. We are confident that we will show a very high average.

"We have not only unloaded material that belongs to us, but we have unloaded material belonging to others. Over 1,000,000 feet of lumber that came consigned to us, but that was never ordered by us, and really does not belong to us, and we have been forced to buy, if necessary, simply to relieve the car congestion, all of which were caused by the officials."

"We are inclined to think that certain lumber interests in the south have taken advantage of this large order of material, and have been enabled to use through the government agencies to secure movement of large stocks of lumber in excess of quantities ordered by the railroad officials."

**Has Plan for Relief.**

In a letter to the Board of Trade H. L. Wilkins of the Wilkins-Rogers firm, who is in charge of the unloading, writes that a working agreement between the railroads in regard to the bringing of material to Washington will be a far forward relief of the freight situation here.

"There is a shortage of labor and equipment in unloading cars," reads the letter. "At present we are receiving grain orders from the Panama railroad for the city avenue. The grain mill is in a unloading car. It takes from three to four days to get the extra material in a unloading car, which is handled with only one man in three or four hours of time, placed on our side of the town down."

In another part the letter states: "It quite frequently happens that receivers of material are not able to get the material to release the cars when they arrive so bunched that the freight men are unable to get the same line to help each other."

The letter also refers to the congestion on freight congestion and local transportation, of which Samuel J. Prescott is chairman.

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for much of the delay in hauling away  
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missioner Brownlow as follows, and  
copy of the letter to Mr. And  
draws:

"While freight consigned to our com  
pany has been a complaint on the part  
of Mr. Bowle of the Pennsylvania  
road, yet this material was not ordered  
and it is not at all clear that it  
have been grossly abused. We will in  
vite a thorough investigation, in  
which we will give our heavy co-operation  
to the state highway commission  
go into the facts before condemning  
us. We are sure that the highway  
board have also asked the commission  
on car service, which we understand  
has governmental authority, to make an  
investigation, in no far as, no doubt  
their litigation, but we will furnish  
records and sworn testimony to take  
this matter fully, and to investigate  
such steps as may be necessary to pre  
vent a recurrence of this condition and  
to properly penalize those at fault."

**Unload Day and Night.**

"Our company have unloaded equip  
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ment organization to spot cars im  
mediately that they are placed for un  
loading, which we understand is un  
loading material that belongs to us, we  
show a very high average.

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quite as fast as it was brought to us,  
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siderable quantities of lumber, and  
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long to us, but which we have offered  
to buy, if necessary, simply to relieve  
the car congestion at all, which we  
can prove.

"We are inclined to think that cer  
tain large interests in the south have  
taken advantage of this high price  
of lumber as placed with them for un  
load through the government agencies  
and to use the lumber for their own  
lumber in excess of quantities ordered  
by the government officials."

**Has Plan for Relief.**

In a letter to the Board of Trade  
H. L. Wilkins of the Wilkins-Rogers  
Company, Inc., of Georgetown, expressed  
the belief that a working agreement  
might be reached between the two  
bringing of cars into Washington  
would go far toward relieving  
the congestion of the city.

"There is a big waste of labor and  
equipment in unloading cars," read  
the letter. "The cars are loaded with  
grain on the Pennsylvania railroad  
in the Jersey avenue yard, while on  
the other side of the city, the cars are  
three to four teams with three or four  
men a day, and the cars are loaded  
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or four hours when placed on our sid  
ing in Georgetown."

In the other part the letter states:  
"Quite frequently happens that receivers  
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ment so bunched would be for the mer  
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other."

The letter was referred to the com  
missioner of the highway board, and  
translation of which Samuel J.  
Prescott is chairman.

**SUSPENDED FROM HIS  
DUTY**

**Forwards Deaf Food Controller,  
Who Admits Gravity of Conditions.**

**AMSTERDAM, December 24.**—The  
Vorwaerts, the socialist organ, reports to  
day that the food controller, who has  
been suspended from his duties, has  
admitted the gravity of the conditions  
in the city. He stated that the food  
supply was in a very critical position  
and that the government was taking  
steps to remedy the situation. The  
suspension of the food controller was  
a result of the severe criticism of his  
policies by the Vorwaerts and other  
socialist organs. The government has  
not yet announced any official re  
sponse to the report.

...referred to newspaper criticisms in the past, and for much of the delay in hauling away consignments, the George A. Fuller company, which is in charge of the government construction work, wrote to Commissioner Brownlow as follows, and drew:

"While freight consigned to our company has been lying idle for a long time by Mr. Bowle of the Pennsylvania railroad, yet this material was not ordered away until we were notified that it had been grossly imposed upon. We invite a thorough investigation, if you wish, and we will gladly furnish all the facts before condemning us. But we have also asked the commission on car service, which, we understand, is the final authority, to make an investigation, and we are confident that they have authority to call officially for the necessary testimony to investigate the matter fully. We consider such steps as they deem proper to prevent such conditions in the future, and to properly penalize those who do so."

**Unload Day and Night.**

"Our company has unloaded cars both by day and by night with adequate equipment, and in order to expedite the unloading we have a regular crew of men on duty at all times, so that they are placed for unloading, so that our time for unloading is not wasted. It is impossible to show a very high average."

"We have not only unloaded material that belongs to us, but we have unloaded material belonging to other companies. 1,000,000 yards of lumber that came consigned to us, but that was never ordered away, and has been lying so long to us, but which we have offered to buy, if necessary, simply to relieve the congestion, all of which we can prove."

"We are inclined to think that certain lumber interests in the south have been making use of the fact that we are a company of lumber as placed with them for our use through the government agencies to secure the removal of large stocks of lumber in excess of quantities ordered by the government officials."

**Has Plan for Relief.**

In a letter to the Board of Trade, H. L. Wilkins of the Wilkins-Rogers Company, Inc., of Georgetown, expressed the belief that working agreement between the railroad and the government bringing of cars into Washington would be a most relieving device in the freight situation here.

"There is a big waste of labor and equipment in the unloading of cars," said the letter. "At present we are receiving grain on the Pennsylvania railroad at a mill in Georgetown. It takes from three to four teams with three extra men to unload a car, and the grain could be handled with only one man in three or four hours if they placed on our side a man to load the cars."

In another part the letter states: "It is quite fair to suppose that the cars could be taken to the mill, where they could be unloaded by the mill men, and the merchants in the same line to help each other."

The letter was referred to the committee on freight congestion and local transportation, of which Samuel J. Prescott is chairman.

**SUSPENDED PAPER EXPLAINS.**

**Vorwaerts Defends Food Controllers, Who Admits Gravity of Conditions.**

**AMSTERDAM, December 24.**—The *Vorwaerts*, the socialist organ, reported to have been ordered to suspend publication for three days, appeared unexpectedly again today, its suspension being due to criticism of the provisioning of war invalids under the heading: "Let them go beg."

The paper has been continuously a defense of Herr von Bawo, the food controller. It quotes him as denying the existence of a famine, and that the conditions alleged, but as admitting that illicit trading has assumed proportion to threaten to endanger the food supply.